

THE CONTRACT AS ACCEPTED

The Objectionable Clause 18 Has Been Struck Out By Mackenzie & Mann.

J. N. Greenshields, K. C., of Montreal, arrived in the city yesterday afternoon, having made quick connection from the East, where he had been in direct consultation with the directors of the Canadian Northern railway. He was interviewed by a columnist representative with regard to the delicate negotiations which he had been conducting. Although, of course, naturally reticent about matters upon which he was not directly authorized to speak, and also unfamiliar with the details which the propositions embodied in the draft contract brought down by the government had received, he nevertheless expressed himself to the effect that a most satisfactory arrangement had been entered into.

When questioned as to the effect of Clause 18, and asked whether that clause was imperative in the contract, he said that he failed altogether to understand how so much had been made locally of such a matter, as it had nothing to do with the actual conditions of the contract, but in deference to the references made as to the equivocal construction which might possibly be placed on that clause, the contracting parties in the East had made no objection whatever to expanding it, as they meant business and meant to construct the road, and to do so immediately. If the people of British Columbia would co-operate with them in providing a suitable terminal and giving them reasonable assistance.

Mr. Greenshields refused to go further into details, but in conclusion he stated that he would be surprised if the people of British Columbia, and particularly of Victoria, would not approve an agreement, the object of which was to make the terminus of a transcontinental line at Victoria, and to secure its speedier construction than otherwise would be possible.

NUTS FOR THE OPPOSITION.

Mr. Bodwell again stood up and, turning his back to the chair, shouted, "Well, I'm going to be heard right now!"

At last Mr. Bodwell dismounted to obstructive tactics and resumed his seat.

"He shielded himself as a lawyer," said the retainer of his corporation client, "Hon. Mr. Eberhart on Mr. Bodwell's excuse."

Hon. Mr. Dunsmuir—"All my interests are centred here, and as to the firm of Messrs. Dunsmuir it has done more than any body to develop Vancouver Island, paying our yearly to the workmen the sum of \$2,000,000 in wages."

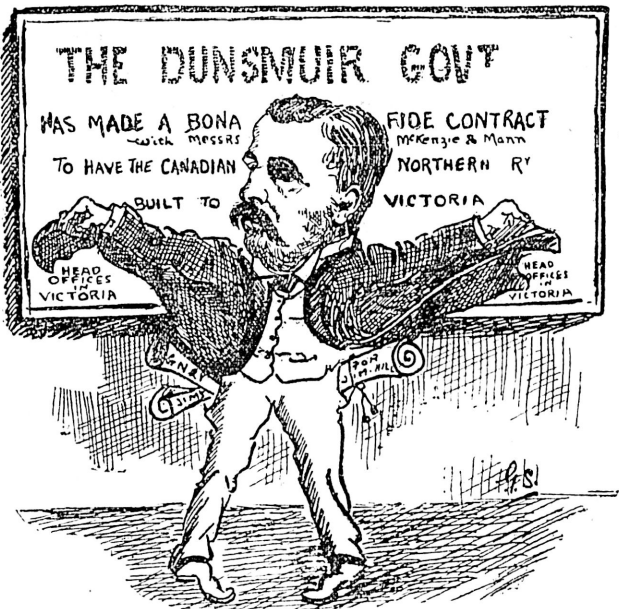
Mr. Hall's speech was again interrupted.

In the midst of all the uproar, Chairman Ker walked down to Mr. Bodwell and asked him: "Are you trying to break up this meeting?" That gentleman shook his head, but still stood up with his back to the chair, and the disturbance went on raging.

"This affidavit shows that Jim Hill only wanted the V. V. & E. charter to connect Republic camp with Northport," The Attorney-General on Mr. Bodwell's corporation client.

A Voice—"Prior's got cold feet!" Mr. Hall—"That's because he's a winner. I've had them myself a few times."

HE CAN'T HIDE IT.



BODWELL—"PLEASE DON'T LOOK."

Throughout his campaign (which has been in progress for 18 months) Mr. Bodwell has asked the electors to rely absolutely on word, unsupported by a single scrap of writing.

He has referred constantly in his speeches to letters from Jim Hill, and regretted that he could not make the public, but, "severely," gentlemen, you can depend on me to tell the truth," said he, and his dupes applauded.

Yet, when men like Col. Prior, D. R. Ker, C. F. Todd, L. G. McQuade, William Munroe, and Premier Dunsmuir declare that they have seen and are satisfied with the Canadian Northern contract, Mr. Bodwell and his followers yell for documentary evidence.

Does Mr. Bodwell hold a monopoly of the truth?

Is he, alone in this city of Victoria, to be believed implicitly and blindly, while citizens of good repute, who have no axes to grind, are to be discredited?

NUTS FOR THE OPPOSITION.

In repudiating the acts of the Dunsmuir government the opposition are repudiating their own acts; in calling the government policy rascals and frauds, they are unblushingly acknowledging themselves to be frauds and rascals; and yet they ask the people to put them in power!

The crowd again getting noisy, Mr. McBride made a play by shouting and cheering. On his rising the cheering that the good natured crowd was giving to everyone, Mr. Hall interjected that no loyal citizen of Victoria should cheer the man who would deny them fish traps down on the Island coast.

Here Mr. Wootton again rose from his seat and caused another disturbance. Mr. Hall—"What's the matter with this young fellow? Has he had a retainer, too?"

(Cries from the crowd—"Put him out! Put him out!")

Mr. Hall—"That's not the kind of man to interrupt meetings. His training and education are such that he should know better."

Mr. Bodwell then rose to make a speech, but he cried to that effect from the gods, sat down.

Mr. Smith Curtis—"I do not recognize Mr. McBride as my leader. If there is any opposition it is composed of myself and Mr. E. C. Smith, of East Kootenay."

NUTS FOR THE OPPOSITION.

Mr. Richard Hall—"Shallow brooks are noisy."

Mr. McPhillips complained that his speech had driven the reporters from the gallery.

Mr. Oliver—"I need only point to the long and wearisome speech of the gentleman just sitting down, which had emptied the chamber, emptied the galleries, and even driven the patient reporters from their seats."

Mr. McBride—"I take a lone time for your government to do anything."

Mr. Houston—"Was it any better when you were in that government?"

Mr. Robert Green thought that the Attorney-General ought not to twist the opposition members for electioneering at a funeral.

Mr. McPhillips attacked the Colonist newspaper for publishing the names of the lawyers' cabinet.

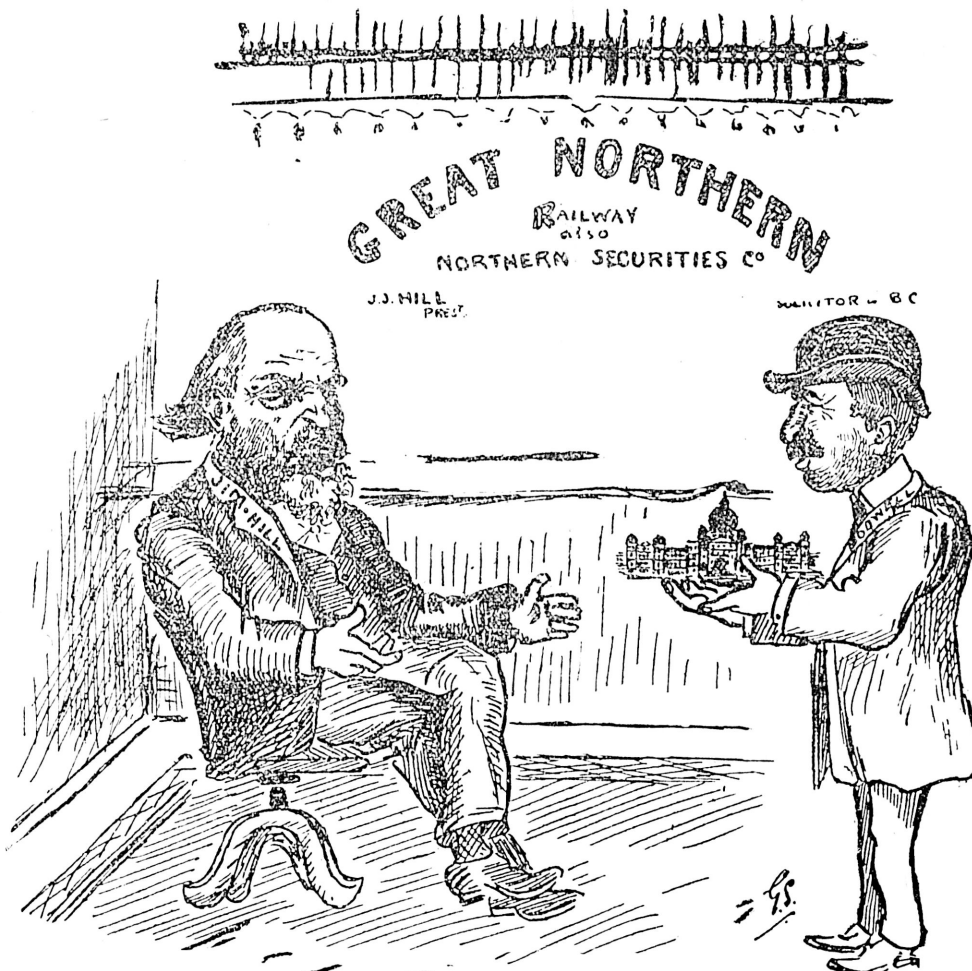
Hon. Mr. Dunsmuir—"This government has done more for the province than any government for a good many years."

Mr. Green, referring to the late Mr. Speaker Booth:

"These are the great worth—Great not his kindly birth—Great in their well proved worth—"

Mr. Smith Curtis—"I do not recognize Mr. McBride as my leader. If there is any opposition it is composed of myself and Mr. E. C. Smith, of East Kootenay."

CITIZENS--Will you let a Corporation Lawyer barter your Heritage to Foreigners for his private gain?



E. V. BODWELL—"Do you want me to get hold of the British Columbia Government for you, Mr. Hill?"

J. J. HILL—"No, you needn't mind now. We've got that thirty miles we were figuring for when you handled that V. V. & E. business for us. That's all we wanted."

It has been proved during the campaign that the V. V. & E. was simply a scheme to take from the province \$210,000 of interest bearing bonds for two sections of railway connecting with a system HAVING ITS TERMINUS IN SEATTLE.

It was therefore, NOT the COAST-KOOTENAY RAILWAY at all.

When brought face to face with the proof of this, Mr. E. V. Bodwell says he was acting as a "PAID ADVOCATE" for his clients. It was not his business, but the government's, to protect the people.

Yet he brought the contract down a just in time to slip it through if he was successful, too late to make it a basis of businesslike negotiation.

He tried to TERRORISE the government by a public agitation, still a "PAID ADVOCATE," so that out of sheer terror the government might need to provisions everybody knew, HE HIMSELF KNEW, to be thoroughly objectionable, EXCEPT TO HIS CLIENTS.

He failed.

His present candidature is the outcome of the agitation he made as a "paid advocate."

As a public man he takes exactly the same ground he took as a "paid advocate."

WHICH IS HE NOW?

Mr. Bodwell has repeatedly refused to go into public life because of the FINANCIAL INJURY TO HIMSELF.

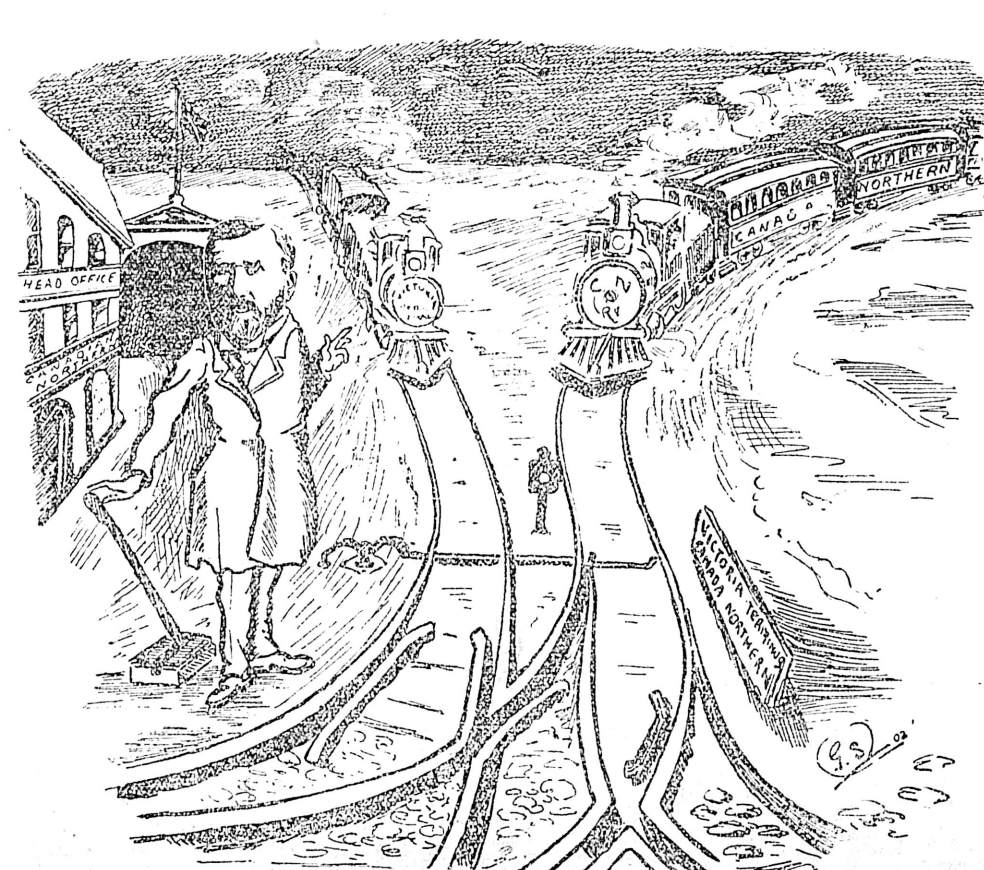
A crisis arose in which he threw himself and his financial interests into the breach.

What caused that crisis?

Was it not the refusal of the government to entertain PROPOSALS which he was making as a "PAID ADVOCATE?"

IF SO, WHAT IS HIS POSITION NOW, standing on his record as a "paid advocate" in his new role as a public man, yet DODGING behind his profession whenever cornered upon any point in his record?

THE PEOPLE'S SWITCHMAN AT HIS POST.



MR. DUNSMUIR GUIDING THE CANADIAN NORTHERN INTO VICTORIA.

LIBERALS AND CONSERVATIVES

Mr. George Riley and Sir Hibbert Tupper Heartily Support the Dunsmuir Government.

Ottawa, Feb. 28.—(Special.)—Telegrams were received in the city today soliciting the support of the British Columbia members for Mr. Bodwell's candidature in the Victoria election. Mr. Riley authorized me to say that, in so far as he is concerned, he is a warm supporter of the Dunsmuir government.

Winnipeg, Feb. 28.—(Special.)—Sir Charles Hibbert Tupper, M. P. for Manitoba, N. S., who has been visiting his brother, Stewart Tupper, left this evening for Ottawa to attend parliament. Interviewed by a reporter, Sir Charles speaking of politics at the Coast, said he did not think that strict party lines would be drawn for some time yet. He looked for a coalition between the best Conservatives and Liberals. Primarily, he favored party government, but under the conditions as they existed he thought the right course had been adopted.

NUTS FOR THE OPPOSITION.

According to their own confession, on the public platform and in the public press, three out of the four lawyers heading the opposition spent the whole of last session in peacefully plundering the province of British Columbia, and carefully blocking every motion to aid its progress. Now, with a faith in the obtrusiveness and short memory of the electorate which is sublime in its insolence, they ask to be allowed to go back to their lucrative but, according to themselves, nefarious game!

Mr. McPhillips—Mr. Greenshields serves the railways.

Mr. Hunter—He's a foreign lawyer. He's not one of "the set."

The only way the Canadian Northern can enter Victoria and make it their terminus is by purchasing the Esquimalt & Nanaimo railway. If the B. & N. continues under its present ownership Victoria can never hope to be more than a station on a branch line.

Mr. McInnes on Mr. Bodwell—He is the well known adviser of all the subsidy hunters that ever knock at the doors over at James Bay. He even follows the scent of the carrion so far as Ottawa. Every big charter hunter has had his help.

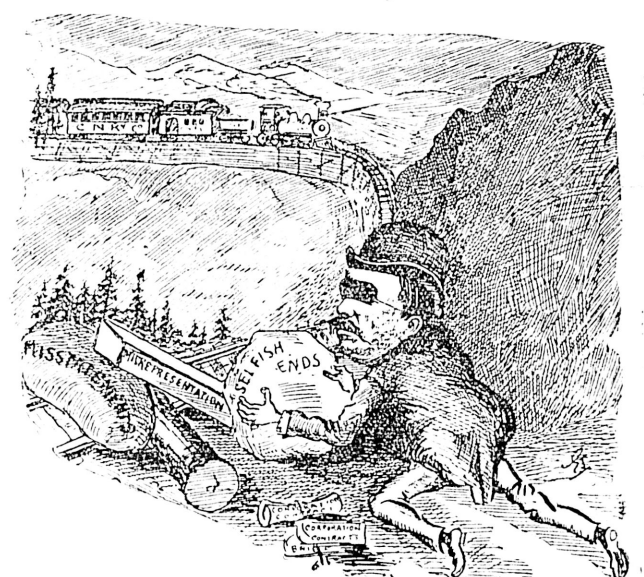
NOTICE.

The polls open at 9 o'clock this morning and close at 7:30 p. m. Record your vote early for Col. Prior, Victoria's champion.

Fair play at Smith Curtis' meeting: There were loud cries for McInnes, and that gentleman went forward to state that he had been invited to the meeting, and had then been refused a hearing, when Mr. Holmwood started cheering for Mr. Bodwell and the meeting broke up in disorder.

On cries for "The Names" from the opposition benches when the first division in the Legislature was taken, Mr. Houston—"Don't you know you're only 16 yet?" Mr. Hunter—"Where's the 22 you promised in New Westminster?"

BODWELL, THE TRAIN WRECKER.



CITIZENS OF VICTORIA, what more proof do you require that the proposal of the Canadian Northern to make VICTORIA the TERMINUS of that system is made in good faith?

You have the STATEMENT of the GOVERNMENT.
You have the STATEMENT of MR. DUNSMUIR.
You have the STATEMENT of MR. GREENSHIELDS.
You have the STATEMENT of COL. PRIOR.
You have the STATEMENT of LOUIS McQUADE, of CHAS. F. TODD and of WM. MUNROE, as contained in the following document:

Victoria, March 8, 1902.

We, the undersigned, have had an interview this afternoon with the members of the local government, and with Mr. Greenshields in our private capacity as citizens of Victoria. We have had full explanations from those gentlemen, and have seen telegrams and documents which convince us that they are acting in good faith in their intentions of bringing the Canadian Northern railway to British Columbia and making Victoria the terminus. The delay that has occurred in the signing of the contract is, in our opinion, quite unavoidable. Negotiations are now going on which we believe will be brought to a satisfactory conclusion in a few days.

C. F. TODD,
WM. MUNROE,
L. G. McQUADE.

You have the ACTUAL NEGOTIATIONS going on for the SALE of the E. & N. RAILWAY, proof in FACT as well as WORD. Bodwell promotes what PAYS him, HIS INTERESTS are the interests of his CLIENTS, not the INTEREST OF VICTORIA. He is ready to WRECK what he does not PROFIT by.

He is wrecking the CANADIAN NORTHERN, with Victoria as its PACIFIC TERMINUS NOW.

If he succeeds he will OPPOSE and UPSET the whole scheme IF HE CAN.

Why ENCOURAGE him by VOTING for him.

Can you be so foolish as to give him a REPRESENTATIVE position in which to MANIPULATE the PUBLIC INTEREST for his PERSONAL ADVANTAGE?

NEVER, surely NEVER.

Vote for PRIOR, PROGRESS AND PROSPERITY.

BODWELL, ERNEST VICTOR,
Barrister-at-Law.

PRIOR, EDWARD CAWLER,
Merchant.

X

How to Mark Your Ballot.

THE CANADIAN NORTHERN RY.

Facts About the Railway Which Proposes to Come to Victoria--Great Rival of the C. P. R.

The Canadian Northern Railway company is formed by the amalgamation of the Winnipeg Great Northern Railway and the Lake Manitoba Railway and Canal company, the agreement for the purpose being approved by an order in council of January 13, 1890. With the same company there is also amalgamated the Manitoba and Southern Railway company, the agreement to that effect being approved by an order in council of May 2, 1900. The above railways are comprised in the Canadian Northern railway system and under the name of that company the company has been leased from the government of Manitoba the Northern Pacific system in that province. Speaking of the Canadian Northern, the Winnipeg Telegram says:

"It was expected that the Canadian Northern company would be able to complete the road from Winnipeg to Port Arthur in time to carry out part of the year's enormous crop prior to the close of navigation, but this was unfortunately impossible. A reduction of 7 1/2 per cent. was, however, immediately made in local freight rates and the first train over the completed road arrived at Winnipeg from Port Arthur on January 1, 1902. Since that time a further reduction of 2 1/2 per cent. has been made in the transportation charges on grain, flour, oatmeal and mill stuffs for all Canadian Northern lines in Manitoba. The Canadian Northern railway in Manitoba runs from two points on the international boundary--near the Lake of the Woods and at Emerson, on the west of the Red river--proceeding northwest and due north by the respective lines to Winnipeg west from Morris, thence by way between Emerson and Winnipeg, thence across the central portion of Manitoba and from Winnipeg to the extreme northwest corner of the province, through the wonderfully fertile country that has only recently been opened up between Lake Manitoba, Dauphin, and Winnipegosis and the Riding, Duck and Porcupine mountains, broadly designated as the Dauphin country, in common parlance.

The building of these railroads, involving the expenditure of millions of dollars would never have been practicable but for the generous assistance of the Dominion and provincial governments. The latter have given generously in the shape of land and money, and thus the settlement, cultivation and development of the resources of the province have been made possible. Millions of acres of land have been made available and presented gratuitously to everyone who cared to apply for and appropriate them. The United States railroads, with the exception of the Great Northern--which runs over the C. P. R. as far as Winnipeg--all stop at the international boundary.

The Canadian Northern is bridging the province of Manitoba with branch lines in competition with the C. P. R., and is thus establishing a profit making system, which will the better enable it to complete its transcontinental line. The latter will not invade the territory of the C. P. R., but it will open to settlement and development the Greater Northwest, which lies north and west of the North Saskatchewan river and which is as far superior in fertility, mineral and timber resources to the country traversed by the C. P. R., as the latter is to the great American Desert, lying south of the international boundary.

The main line of the Canadian Northern is now complete westward to within a few miles of Prince Albert, on the north Saskatchewan, where it is in the process of being extended to Edmonton, Yellow Head Pass, Qu'Appelle and Bute Inlet, across Seymour Narrows, and down Vancouver Island to Victoria, where it will establish its head office for the Pacific division and its ocean terminus.

Surveys have been in the field all winter locating the line from Prince Albert westward, and with the opening of spring, grading and tracking will be proceeded with. It is quite likely that operations will be completed by the end of the month and the line will be open to traffic, so as to complete that link in the transcontinental line as speedily as possible, while work west of Edmonton will be vigorously pushed.

The advantage of beginning work at Bute Inlet and pushing east to meet the parties working westward is fully realized by Messrs. Mackenzie & Mann, who only await the ratification of the contract now before the British Columbia government to proceed with the work. They would thus be enabled to secure supplies to advantage and would be in a position to import steel rails from Great Britain round the Horn, instead of hauling them by rail from the Atlantic coast.

While the Canadian Northern is rapidly extending its line westward, it is also quietly reaching out towards its eastern ocean terminus--Hudson's Bay--and by the time the first Canadian Northern train runs into Victoria it is hoped that the line may be completed from ocean to ocean, an accomplishment which will place Victoria nearer 1,400 miles nearer Liverpool than she is today, and revolutionize the carrying trade of more than half the continent.

From the foregoing brief description of the Canadian Northern's progress and aims, Victorians may easily realize the importance of securing the entrance of the road to this city.

Following is the mileage of the Canadian Northern line now being operated:

Main Line--	
Port Arthur to Winnipeg	438
Winnipeg to Erwood	24
Graded beyond Erwood	73
Branches--	
Winnipeg to Emerson	65
Winnipeg to Carman	55
Winnipeg to Brandon	145
Hartney branch	51
Grand View branch	30
Winnipegosis branch	30
Lake Manitoba branch	16
Grand total (miles)	1,160

The Canadian Northern announces the following reduced rates for grain and grass seeds for seeding purposes: Shipments of wheat, oats, barley, flax seed and grass seeds will be accepted for shipment from date to and including May 31, 1902, for seeding purposes at one-half tariff rate minimum charge for any single shipment, 25c. Forwarding agents will receive shippers' full certificates stating that shipments are to be used for seeding purposes. This reduction will not apply on shipments billed to Winnipeg, St. Boniface, Port Arthur, West Port, Wilcox or Port Williams, or when destined for points on other companies' lines.

The Canadian Northern Railway has constructed a first-class wagon road from Erwood, the present end of its track, to Prince Albert, through McFurt and the Carrot River settlement. The length of this road is 90 miles.

Of course lawyers are not averse to litigation, hence Helmcken and McPhillips thought best to fight for their plums.

NOTICE:
The polls open at 9 o'clock this morning and close at 7:30 p. m. Record your vote early for Col. Prior, Victoria's champion.

THAT RECONSTRUCTION.

Premier Dunsmuir's Explanation to the Victoria Electorate.

At the meeting in the Victoria theatre held on Monday last, the Hon. Mr. Dunsmuir spoke as follows:

I was saying that we agreed in Vancouver to reconstruct the cabinet after the first session. Just before the closing of the House, after its first session I said to my colleagues that we would have to have a meeting in accordance with the agreement that we made in Vancouver to reconstruct the cabinet, and Mr. McPhillips said, "Oh never mind that; will blow over." I said, "No; we have promised to have a meeting and reconstruct the cabinet, and we must do it." So we had that meeting. At that meeting I got up and I said: "Gentlemen, this meeting is called in accordance with the agreement that we had in the convention at Vancouver to reconstruct the cabinet." I said: "Gentlemen, I don't wish to be Premier or leader of the government, and if you can agree upon anybody else I will be quite satisfied." There were 25 members at that meeting; everyone of them, without exception, said "No, no, we are satisfied with you."

Captain Tatlow (from the gallery.) That is absolutely untrue.

Hon. Mr. Dunsmuir--That is Captain Tatlow speaking. There were 25 at that

meeting; I can prove this by those who were at that meeting, and leaving out Captain Tatlow, that makes 24. (Cheers.) There were 25 at that meeting, and when they said they were quite satisfied with me, I said: "Gentlemen, if you are satisfied with me, I am quite satisfied with my cabinet." And then Mr. McPhillips jumped up and said: "No, that is not the arrangement; it was agreed that we should have reconstruction." Mr. McPhillips (from the audience.) Hear, hear.

Hon. Mr. Dunsmuir--Yes, that is right. You can't deny that Mr. McPhillips. You got up and said that it was agreed to have reconstruction. Mr. McPhillips moved that we take a vote. Well, sir, we took a vote; a ballot; and of the number there for and against reconstruction there were 17 against reconstruction and eight in favor of reconstruction. Isn't that right, Mr. McPhillips?

Mr. McPhillips (from the audience.) That is right.

Hon. Mr. Dunsmuir--Well, sir, after the vote was taken, Captain Tatlow got up and said, "I don't think that is right. I think that Vancouver should be represented in the cabinet."

Captain Tatlow (from the audience.) I never made such a statement; I absolutely deny that.

Hon. Mr. Dunsmuir--There are 24 to prove it. Yes, he got up and said he didn't think it was fair, that Vancouver

should not be represented in the cabinet. I said: "The city of Vancouver can't blame me; Mayor Garden was one of the first that I asked to go into the cabinet." I asked Mayor Garden to go into the cabinet. He refused. I asked both Mayor Garden and Capt. Tatlow if they would accept portfolios in the cabinet, and both refused to do so, so that the city of Vancouver can't blame me. (Applause.) I looked at it in this way, that Vancouver was one of the largest cities in the province, and was entitled to representation.

Mr. Garden, M.P. (from the audience)--I would not accept the cabinet position until after the convention, which was to be held at Vancouver to decide what the cabinet should be.

Hon. Mr. Dunsmuir--Before I went over to the convention I telegraphed to Mr. Garden to know if he would go into the cabinet, and he refused. (Cheers.) After everything was settled up in the convention I met Mayor Garden in the hall at the Hotel Vancouver, and I went up to him and said, "Mayor Garden, will you accept a portfolio in the cabinet?" and he said: "No; I am afraid I cannot be re-elected." (Cheers and laughter.)

POLICE COMMISSIONERS.

F. 7--The action of the Commissioners of Police having been questioned, and for political purposes misconstrued, we have placed our resignations in the hands of the government, and asked for an investigation immediately. Various complaints having been made, and it having been customary to instruct the chief in certain directions, this was done, and a hastily written resolution was passed.

That this is being made the most of for the purpose of damaging the government is evident; it is a knock at them, and through them at us. When Mr. Rowe telephoned me asking me what had been done, I assured him that it was an extraordinary interpretation to place on our action, and requested him to examine the resolution passed. I instructed Mr. Page, the police court clerk, to allow Mr. Rowe to see the records, and never dreamt for a moment that only the resolutions from which political capital could be made, would be used. The other resolutions were suppressed, and not bear the ear-mark of men who desire to run what is termed a wide-open town.

With no political fight on, the commissioners would not have been held up to opprobrium, and it is seldom that any such act of distortion has been witnessed. Mr. Rowe, Mr. Page assures me, was the only one who saw the records, and consequently he must have placed this in the hands of his party for whatever use they felt they could make out of it. The commission went into the position with a clean record and will come out the same.

W. H. PRICE.

Col. Prior is a Victorian, with all he owns at stake. His interests are yours.

OPPOSITION ARGUMENTS

Contemptible Tactics Adopted by Mr. Bodwell and His Friends on Saturday Night.

Sir--The Bodwellites wanted a little fun on Saturday evening as they have lost all hope of having their share of fun on Monday evening. The Priorites could well afford to let them laugh, but let them remember that "he laughs best who laughs last." Such an exhibition as they made of themselves is certainly to their condemnation, as no person desiring fair play would endorse the actions of the Bodwell-McBride combination and their satellites and hoodlum followers. There is neither policy, good judgment, nor respectability to be found in such a conglomeration of vile stuff. As a Liberal who has always stood up for the best interests of the country, I must say that I have before seen such an exhibition. Men calling themselves Liberals exhibiting such dense ignorance, such assinine stupidity and shameful behavior.

Have they assisted the Liberal cause in doing so?

Are they in their actions, in denying freedom of speech to those opposed to them, advancing the cause of Liberalism?

Would Mr. Bille, whom we lately elected, endorse such actions?

Perhaps the newly fledged cabinet minister, the Hon. Senator Templeman, would. Bodwell certainly does, and no person that has self respect would be found associating with such an element, or make use of such a scurvy crowd to create a sound political sentiment.

Look at the people surrounding and upholding the Colonel. Are they not the majority of the leading business men of the city, that would not for a moment endorse Colonel Prior if they did not have entire faith and confidence in his actions?

Had Mr. Bodwell's schemes, or those in which he claimed to have been only the solicitor for some unknown and not to be named corporation, proved a success to the people, then there might have been some reason to endorse him, but in every case, from 1896 to the present, I never could see that in one instance he was working for the interest of the people. In fact, he acknowledges that when he says that he was only working for his clients. He was not, nor never has been the workingman's friend; and let every honorable workingman remember that in marking his ballot.

With a great flourish the Times gives 50 reasons for not voting for Colonel Prior. One is for increasing the total amount of salaries, i.e., for opening a large number of new schools and hiring teachers. It calls that extravagance, and condemns the government. Had the government not done so it would have been the first to condemn on those grounds. As it is, it is bound to be against the government, on all grounds, the very government it did its utmost to get into power. Talk of stable government. The Times, I believe ignorantly, is doing its level best to create all the unrest and instability it possibly can. Again it condemns the government for thwarting Mr. Bodwell's rake off, and because the government does not expel the Hon. J. Martin from the province, and at the same time it says that this is a free country, and thus they go on dishing up stuff which it thinks a scullable people will accept as gospel, but the reasoning, reading, thinking people will not endorse such doctrine, nor such tactics, but will vote for Colonel Prior today.

A. R. SHERK.

NOTES FOR THE OPPOSITION.

Hon. Mr. Dunsmuir--What I look to the people of Victoria to do is to return Col. Prior as a member of the government.

A Voice--We'll do it too. (Prolonged cheers.)

Mr. McBride--Like Capt. Tatlow, I condemn the opposition Liberal government for disallowing the Oriental legislation.

Mr. McInnes--Why you opposed those very sections yourself.

Mr. Martin--Have we been doing much business this week?

Mr. McBride--No.

Mr. Martin--And all because of the gang along your row of benches.

Mr. A. Johnson at the workingmen's meeting on Mr. Helmcken--

His case reminds me of the story of the man who had a dead coon. He met three boys each of whom wanted the coon. To his question one had said he was a Republican, because his father had been one, the other said he was a Democrat, because all his family were Democrats, but the third boy had answered: "Mister, I'll be anything for that coon." That was Mr. Helmcken's case right through.

Why did McBride, Murphy, Helmcken et al. find the government's railway policy all right a year ago, when they now tell us that the same policy is all wrong? Do they not know their own minds for a twelvemonth together? Or is it that they have no minds to know? Or is it that a feverish and aching portfolio-hunger has usurped the seat of their intelligence?

(From Open Letter to Mr. McBride.)

You have allied yourself with Mr. Bodwell who is candidate in Victoria opposed to the government. It must be assumed that Mr. Bodwell's opposition is based solely upon the failure of the government to accept his terms, the construction of the Victoria, Vancouver & Eastern. Had it been otherwise Mr. Bodwell would have been supporting the government now, and his ferry would have been running 18 knots to the hour, and he would have been on the velvet. Your opposition to the government or the opposition of your followers to the government cannot be based on the government's railroad policy, because you were a member of the government that formulated that policy, and you thumped the government benches as vigorously as anyone in its defence. Your followers supported the policy and carried it through the House. You or they cannot say the government did wrong without turning summersaults.

Why didn't Col. Prior come out earlier? Ask H. D. Helmcken and A. E. McPhillips; they did not want to share "the plums."

Colonel Prior was ready last December to assist Mr. McBride in restoring harmony in the House, but the voice of the grafters prevailed in the land.

The genial and smiling Capt. Tatlow waxed wroth at the Premier's vote when the Comox and Cape Scott was up last year, but forgotful of the present overlooks the fact that the Captain's right major (the C. O. has not yet been appointed). R. McBride voted with the Premier.

Victoria taxpayers! Did you negotiate the ferry gold brick handed out by Mr. Bodwell? Then don't vote for him today.

Three hundred thousand dollars is what Mr. Bodwell and his clients got for a ferry that is a "frost." It is up to the electors to show Mr. Bodwell what they think of that gold brick.

Mr. Tatlow--Well there was no reconstruction made to me by Mr. Hell.

Mr. Hall--No need for one. You got the truth that time.

Vote for Prior and secure the building of the Canadian Northern, with its terminus at Victoria.

READ WHAT Todd, McQuade and Munsie Say About That Railroad Contract And Victoria As the Terminus. VICTORIA THE TERMINUS.

Victoria, March 8, 1902.

We, the undersigned, have had an interview this afternoon with the members of the local government, and with Mr. Greenshields in our private capacities as citizens of Victoria. We have had full explanations from those gentlemen and have seen telegrams and documents which convince us that they are acting in good faith in their intentions of bringing the Canadian Northern railway to British Columbia and making Victoria the terminus. The delay that has occurred in the signing of the contract is in our opinion quite unavoidable. Negotiations are now going on which we believe will be brought to a satisfactory conclusion in a few days.

C. F. TODD,
WM. MUNSIE,
L. G. McQUADE.

Surely Now You Must Vote for

P. R. I. O. R

ELECTION ADDRESS

Lieut.-Col. the Hon. E. G. Prior, the government candidate, has issued the following address to the electors of the City of Victoria:

Victoria, B. C., March 3, 1902.

Gentlemen--I beg to inform you that I am a candidate at the provincial election to be held on the 10th instant to fill the vacancy in the city representation caused by the resignation of Mr. Turner. I have been sworn in by His Honor the Lieutenant-Governor as Minister of Mines in the present government. I took this step because the Premier and his colleagues proved to me beyond all doubt that they had arranged a contract with Messrs. Mackenzie & Mann to continue their great transcontinental

railway, the Canadian Northern, from the eastern boundary of British Columbia across the province to Bute Inlet, thence by ferry to Vancouver Island, and then by rail down the Island to Victoria, thus making our fair city the Pacific terminus of their splendid railway system. This contract has been signed by Mackenzie & Mann and is now on the way out here in the hands of Mr. N. Greenshields, K. C., the well-known Montreal lawyer. I have examined a copy of the contract carefully as a business man, and it must, in my humble opinion, meet with the hearty approval of all well wishers of this city. A bill granting the necessary aid to this road will be brought down to the House, and the government assured me that they had pledges of support sufficient to carry it. I have not the slightest doubt but what we shall see this work commenced forthwith, as the contract is a bona fide contract with the most responsible railway builders in Canada. I may say that the contract stipulates that construction shall be commenced on

this coast and carried eastward, thus giving British Columbia merchants and others the benefit of such expenditure. I believed it to be my duty to aid in every way I possibly could the carrying out of this great enterprise, which means so much to British Columbia, and to Victoria in particular, and I trust that you will see fit to endorse my action by giving me your influence and support during this election campaign. I have represented this city now for fifteen years, and can confidently appeal to you as to whether I have been derelict in my duties or not. In the action I have now taken I am actuated solely by a strong desire to bring this city to the position she should occupy and undoubtedly will occupy so soon as she gets direct railway communication with the interior, the Great Northwest and the Eastern provinces by a competing line with the C. P. R. To elect an opponent of the government might stop any further action in regard to this contract for many months, and this province would be put back another

year, whilst politicians squabbled as to who should hold the reins of power and who should get the portfolios. Let us get down to business and do something that will benefit the province and ourselves. This railway is, in my opinion, Victoria's salvation. Stop this contract and we may never get such a chance again. If elected, I shall do all in my power to forward the construction, not only of the Canadian Northern Railway, but also of the Coast-Kootenay Railway, the Cariboo & Atlin Railway, and the Comox & Cape Scott Railway, as we cannot expect a proper development of our magnificent natural resources until the country is opened up by competitive railroads. I shall also strongly urge the encouragement by bonus of the shipbuilding industry, as it is of vital importance to so many trades, especially the lumber business. I have not one word to say against the character or well-known ability of my opponent, but I think that already there are enough lawyers in the House, and that the interests of this province and this city

can be equally as well, if not better, looked after by an ordinary merchant. As the time before election day is short, I am afraid I cannot see all electors personally, but I will call on as many as I can.

Again respectfully asking for your vote and influence,

I remain,
Your obedient servant,
E. G. PRIOR.

Col. Prior is a Victorian, with all he owns at stake. His interests are yours.

Mr. W. M. Wilson at the A. O. U. W. hall on Friday night:

Mr. McBride came to Smith Curtis' meeting too, and had tried to tell them that he was a working man, that he had once been a fisherman.

A Voice--He was, too; I fished with him.

Mr. Wilson--Well, then, he should not take the workingmen for suckers. Only a "lobster" would do that.

Vote for Prior, Progress and Prosperity.

